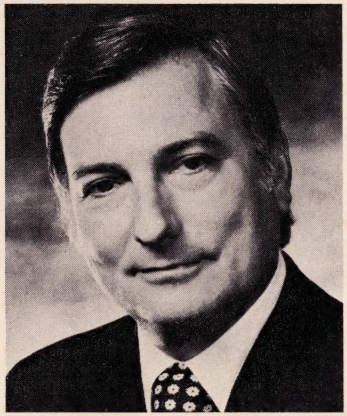
NOVEMBER 1976

FORD TIMES



Thunderbird, LTD II Lead the 1977 Fords



When America needs a better idea, Ford puts it on wheels. 1977 proves the point.

This year, Ford will offer car buyers a real choice. Unlike some manufacturers, we haven't abandoned those who prefer full-size cars. Your Ford Dealer will offer a complete line of full-size LTD's, 4-doors, 2-doors and wagons. But if you'd like your LTD-type quality in a trimmer, sportier package, there's the new LTD II. Comfortable. Nimble. And very affordable.

For 1977, Thunderbird will offer traditional Thunderbird-type luxury, styling and prestige in a leaner, trimmer, more affordable package. In fact, the '77 Thunderbird will be priced thousands less than its '76 counterpart.

Pinto. America's best-selling small car will offer new sporty styling to complement its proven performance.

Granada. Along with styling that has been compared with cars costing thousands more, Granada now has a 4-speed overdrive manual transmission standard.

Mustang II. The best-selling car in its class with hardtops, elegant Ghias, plus the supercoupes: Mach 1 and Cobra II.

And there's more. Maverick for 1977. We think it's the best 4-door family car value in America.

And if you need a truck, your Ford Dealer will offer you a wide selection for 1977. I invite you to visit your local Ford Dealer, to see and drive Ford's better ideas for 1977.

Bill Benton

William P. Benton
Vice President, General Manager
Ford Division, Ford Motor Company

Brought to you through the courtesy of your local Ford dealer, whose name appears on the back cover.

The Ford Owner's Magazine

FORD TIMES

November 1976, Vol. 69, No. 11

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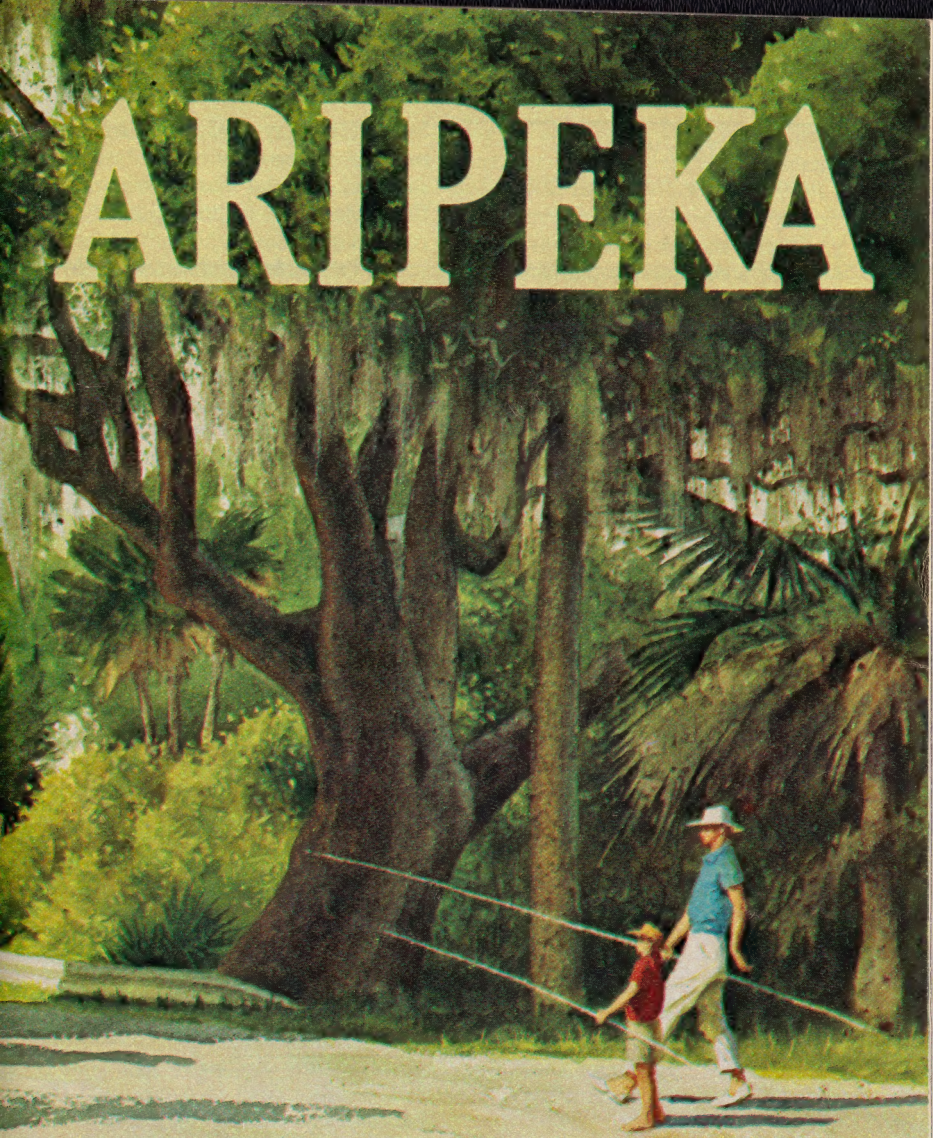
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Cover: The Thunderbird (foreground) and LTD II are two of Ford's premier models in the 1977 parade of better ideas on wheels. The new model product coverage begins on page 17. Photographed in Ironwood Estates, Palm Desert, California, by Hans Rockel.



ARIPEKA



A small Florida fishing village where change is not welcome

by Tom Westerlin
paintings by Walter Brightwell

IN THIS Bicentennial Year, Aripeka, a deceptively bland fishing village on Florida's Gulf Coast, has its Liberty Tree, as Boston once had.

Instead of the stately elm that shadowed some of Boston's revolutionary ferment, Aripeka's Liberty Tree is a moss-bearded live oak. It would have seemed out of place in Boston. But it outlasted the historic elm.

Its life spans our nation's history. Perhaps it was a vigorous 100 when the Boston elm was cut down for firewood during the British occupation of 1776.

Like the original Liberty Tree, the Aripeka oak may lose its life to the tide of social change. But not if some vocal citizens of the small village have their way.

The struggle over the Aripeka oak is not unique. Road engineers say the tree must go to make way for a new roadbed and a new bridge. The tree is too close to the road, they say, and dangerous. Local people counter that they've never heard of a car hitting the tree. " 'Sides," they say, "there's no call to drive so fast. What's the hurry?"

A visitor might not be impressed with Aripeka—at first glance. The town seems little more than a few homes off meandering blacktopped State Highway 595, one or two motels, a gas station, a grocery store of general sorts. When the tide steals in, it creeps over the road in places.

That's perfectly fine with Aripekans. They're content to let things stay as they are. In fact, they seem quietly determined to have it so. To the point of refusing to sell their land to developers bulldozing their way north from St. Petersburg and Clearwater into this land of marsh and swamp.

Their land has a somber beauty about it. And a visible sense of history because little has changed since the town was settled.

Aripeka is built on sand spits which embrace a salt water marsh, a peninsula of sorts between it and the waters of the Gulf. Aripeka is flanked by the mangrove swamps that—man permitting—buttress the coast against hurricanes down to the Everglades. North of Aripeka the salt marshes, accompanied by fleets of small offshore islands, extend hundreds of miles along the Florida coast. A belt of seagrass, miles wide, grows off the coast in these shallow waters, a true cradle of the sea, producing the beginnings of life for great harvests of crabs, shrimp and game fish.

The sea marsh is occasioned by hammocks, islands of hardwood. Farther on shore are the swamplands with cedar, cypress and palm, changing as the land rises from swamp to sand to slash pine.

The area is ideal for catching blue crabs, shrimp and scallop in the shallow waters of the seagrass beds, netting mullet, or traveling to deeper waters offshore for grouper, snapper and other game fish.

A short paddle by canoe gives the visitor a striding blue-heron's-eye view of the terrain. From seaward, he enters the marsh, bends low to pass under *the* bridge, and follows a channel as it winds through Spartina grass, moving toward a wall of hardwood trees a mile away. There, the marsh ends and the sweeter waters of the swamp begin. Now the channel becomes a stream and he leaves heron and egret and pelican behind as he enters thick woods where cypress and cedar and palm silently struggle for survival. The only sounds are from wind and birds. Alligators are quiet and unseen. But this is their home, too.

The marsh and swamp and piney woods were like this when Aripeka, a Seminole medicine man, roamed central Florida with his tribe in the 1830s and '40s, fighting the white man. He refused to surrender or be moved to another state, instead going to the Everglades in 1842 when he was about 75, and dying there two years later, still a son of liberty. As was the custom of his tribe, the Mikasukis, his body was placed in a coffin of sorts and left above ground. And, as was their custom, the Mikasukis abandoned that settlement when their chief died.

Ironically, Aripeka ends up in history as Sam Jones. During an occasional period of peace, Aripeka





and his men fished at Silver Springs, smoked their catch and sold it to soldiers at a nearby fort. A popular song of the time was about *Sam Jones the Fisherman.* As is the custom of strangers in strange lands everywhere, the soldiers decided they couldn't pronounce the Indian's name and called him Sam Jones instead.

The town wasn't named for the Indian chief directly but for the Aripeka Cedar and Cypress Company, which logged the area in the last century. Logging and fishing were the prime industries of Aripeka in those days, and the town was one of the most important ports on the Gulf Coast. But that was long ago. Now logging is a thing of the past and commercial fishing is mostly for mullet.

Mullet and the mullet boat each deserve memorials. A bottom feeder and a vegetarian, the mullet wouldn't think of biting a baited hook. So he's beyond the pole of game fishing—fair game for the commercial fisherman and a delicacy when smoked or broiled, despite his humble status.

Humble though the mullet may be, he has his place in Florida history, at least, as the only fish seriously proposed as a fowl. In a famous law case many years ago concerning some regulation, a straight-faced attorney insisted the mullet was a fowl. Because, he said, even though the mullet has fins and certainly has a fishy look, it has a gizzard like a chicken's and therefore has to be a fowl. Not many fish can make that claim, in or out of court!

The mullet boat is designed just for catching mullet. The wooden boat is flat-bottomed, 15 feet or so long, with a platform sloping off the stern. To avoid fouling the nets when they're streamed off the stern, the outboard motor is rigged up in a well near the bow. The boat can travel in shallow water where mullet feed, is highly maneuverable, and can be run and fished from by one man. It's as much a part of the Florida scene as the fast sport fisherman with its flying bridge or the workmanlike shrimp boat with its outriggers and great nets.

History doesn't record any famous persons born in Aripeka, and not many going there. One exception is Babe Ruth, who was lured to the area in the 1920s, perhaps by Gene Sarazen, then the pro at a nearby golf course. As the story goes, the Babe would go to Hunter's Lake, a few miles east of Aripeka, where he was taught the use of rod and reel by a boy, Billy Conner.

The boy was stern with the Sultan of Swat, as only little boys can be. The Babe meekly set aside his bamboo pole and practiced casting—heaving many a plug "out of the ball park" before he learned to control the power of his mighty arm. He stayed at Aripeka's one and only lodge, the Ossawa, and threw many a party there for the greats of the baseball world that is still talked and chuckled about.

Since the days of Ruth, Mrs. Josey Lynch's once-flourishing lodge burned to the ground, destroying its records in the blaze.

Visitors come here without fanfare and spend their time without fuss or publicity. The brightest spot in town at night is a full moon overhead, the busiest a boat launch when fishing's good, and quietest a shack built on pilings out on the marshland. There, sea and salt marsh and serenity meet. There is much to see: A skeleton of pine, pedestal for an eagle. A splash of mullet. Night coming of heron. Sunset.

Perhaps it's because nature holds the stage at Aripeka that the local citizens, in their taciturn way, have formed a determined band to protect their tree. One of their members has traveled to the state capital to plead the case of the tree with the governor. Others have kept the case simmering at county board meetings.

A casual visitor to Aripeka wouldn't be aware of these undercurrents. He'd come to a jog in the road, pass a tree which looks much like others, cross a bridge and look out over the marsh toward the Gulf, wondering if this would be a good place to stay for a few days and try out the fishing.

And the tree, curving cussedly toward the road, a gnarled arm, strung with Spanish moss flung over it, points toward the bridge. It was there before bridges were even thought of. Perhaps it expects to remain. It was there first. □

GOOD NEWS FOR ARTICHOKE FANCIERS



by William Pauli

photos by Leonard Johnson

PITY the poor artichoke. Mishandled by grocers, neglected by housewives and undercooked by uneducated chefs, this "ugly duckling" of the vegetable world continues its struggle for recognition in epicurean circles.

However artichoke fanciers can take heart. If the good folks in Castroville, California, have their way it won't be long before this versatile vegetable will rival the avocado as one of the state's most popular food exports.

"Just because an artichoke isn't as pretty as an avocado doesn't mean it isn't as tasty," asserts Hugo Tottino, an official of the California Artichoke and Vegetable Growers Corporation. Tottino should know. He and his family have been in the artichoke business since 1924.

"The secret is in the cooking," explains Tottino. "When people ask how to cook an artichoke, I tell them to treat it like a potato—Stuff it, bake it, boil it, even French fry it."

Although the plant's exact origin isn't known, eating artichokes *(Cynara scolymus)* has been popular among gourmets since the middle of the 15th century. The nutritious plant, a member of the thistle family, is loaded with vitamins; yet a large artichoke contains only 58 calories.

Like so many other delicacies, the artichoke is grown primarily in California, specifically in the seven coastal counties between Santa Barbara and Sonoma. Castroville, between San Francisco and Monterey, with its cool and foggy climate, is ideal for cultivating the hardy perennial.

Tottino and his neighbors are so enthusiastic about the succulent vegetable that they set aside one weekend each September to honor it. During two days of festivities, the town, which calls itself "America's Artichoke Capital," is jammed with people. They line Main Street to watch a parade, help choose a festival queen, attend an artichoke ball, and, of course, devour thousands of the nutty-flavored thistles.

"Most people are surprised to learn that they're eating a flower bud when they bite into an artichoke leaf," says Tottino. "If we allow the bud to stay on the plant until it matures, it becomes a beautiful purple blossom."

Although the four-foot-tall Green Globe (the only variety of the artichoke plant grown commercially in California) produces buds all year long, the peak harvest season takes place between March and May. It isn't unusual during this time to find roadside stands along the Cabrillo Highway offering as many as 40 artichokes for a dollar. But most of the buds are shipped whole, fresh or frozen, or as marinated hearts to hungry thistle fanciers across the country. Last year alone, approximately three

million cases of fresh artichokes were dispatched from Castroville loading docks.

The second harvest takes place between November and February. Many of these hand-picked artichokes will have the tips of their leaves bronzed by light winter frosts. Although people will often pass up "winter-kissed" chokes in their supermarkets, because of the discoloration, Tottino points out that these buds have a much more delicate flavor.

How should an aficionado go about selecting an artichoke? The rule of thumb is simple: Choose a plump bud with tightly clinging, compact leaves. And, in the case of this vegetable, a gentle squeeze is in order. The artichoke that squeaks the loudest, tastes the best.

Here are two recipes from a colorful brochure, *The Amazing Artichoke*. To receive a copy, send a self-addressed, stamped, business-sized envelope to: California Artichoke Advisory Board, FT-76, P.O. Box 287, Santa Cruz, California 95061.

French Fried Artichokes

4 medium artichokes
1 egg
½ cup milk
½ cup biscuit baking mix
¼ cup flour
1½ teaspoons double-acting baking powder
1 teaspoon salt
½ teaspoon garlic powder
¼ cup finely chopped onion
1 tablespoon chopped parsley
Vegetable oil for deep-fat frying

Wash and drain artichokes. Cut off top half of artichokes and trim stem. Snip off all outer leaves down to pale green leaves. Slice artichokes in halves lengthwise. Cut each half into quarters; remove choke (thistle portion). In a small bowl, blend together egg and milk. Stir in baking mix, flour, baking powder, salt and garlic powder until well mixed. Fold in onion and parsley. Dip artichoke slices in batter to thinly coat. In deep-fat fryer or large saucepan, heat 2 inches of vegetable oil to 350 degrees on deep-fat thermometer. Fry artichokes, a few at a time, until golden brown, about 6 to 8 minutes. Remove artichokes with a slotted spoon and drain well on paper towels, sprinkle with salt, if desired. Serve hot. Makes about 32 appetizers.

Artichoke Cake

2½ cups regular flour
1 teaspoon baking soda
1 teaspoon salt
1 teaspoon cinnamon
½ teaspoon cloves
1 cup sugar
½ cup vegetable oil
1½ cups artichoke pulp
2 eggs
½ cup raisins
½ cup walnuts

Measure dry ingredients and sift them into a bowl. Add vegetable oil and artichoke pulp and beat for two minutes with an electric beater or 150 strokes by hand. Add unbeaten eggs and beat for two minutes more. Fold in chopped



nuts and raisins. Line a 9-inch-square pan or two 8-inch layer cake pans with waxed paper and bake in a moderate oven (350 degrees) 30 to 35 minutes for square pans and 20 to 25 minutes for layer pans. (Artichoke pulp is made by boiling hearts and putting them through a colander. Artichoke pulp can be used in any recipe in place of bananas, pumpkin, applesauce, etc.) □



The Elusive COTTONTAIL

by George Heinold
paintings by Robert Boston

THE cottontail has bounded before my gun sights periodically since the day our mail carrier sounded the horn of his Model T Ford to announce that my eagerly awaited .22 had arrived. I was then 11 years old, and the rifle, a Hamilton single-shot, was my first. It came into my possession in the form of a premium—a reward for selling among indulgent neighbors several dozen cans of Dr. Boswell's Wonder Salve. I can't remember whether the salve cured, as claimed, the itches of man and beast, but I do vividly recall that the rifle increased my itch for rabbit hunting.

Since those days I have by one enterprise or another replaced Dr. Boswell's rifle. But time and experience have only enhanced the cottontail's appeal. From hop to hasenpfeffer, he still remains one of my favorite little game animals. He is as fast, shifty, and, in farming areas, abundant as ever. Although his endurance in high gear falls short of the bobcat's, the rabbit can, for half a mile, do about two 10-foot bounds a second; and what he may lack from that point on is more than balanced by his talent for evasion.

Whenever I hear someone use in scornful tones the expression "dumb bunny," I think of the rabbits I've known whose guile refutes this slanderous charge. One of them, a large, plump, sienna-colored fellow, occupied a corner of a woodlot where I used to cut and stack cordwood. This cottontail approved of my ax work. Each night he'd slip into my newest brush piles to nibble at succulent twigs. My working around his home disturbed him not at all; he often dozed within 30 feet of where I chopped.

Things remained serene until the day a hunter and a pack of beagles came along. The beagles picked up the scent and cold-trail yips flared into a spirited hound-quartet. The cottontail was shifting into overdrive when he crossed the hunter's line of fire. But, as so many others had done before him, the gunner made the mistake of firing at a zig instead of a zag.

The bunny was far ahead of the beagles when the chase, as these hunts usually do, circled back to its starting-point. He crossed within 50 feet of me, swerved, and darted for the cut-overs. Here the rabbit circled again, turned, ran his back-track, and leapt onto a pile of cordwood. Crouching, flattening his ears, he settled between two sticks and froze.

Fretting and fussing, the beagles feathered around in all directions. Their complaints eventually drew the hunter to the scene. He went over the ground in the cut-overs carefully, but his support was

entirely moral. Finally he too became impatient and called off his dogs in disgust.

"I bet there's a burrow under one of those brush piles," he grumbled as he walked by me. "Bunnies are getting sly!"

The lesson of the fable of the tortoise and the hare notwithstanding, the hare's cottontailed cousin has won many a race with the gun by dallying. Cottontails aren't easily panicked from their hiding places in grass, brush and briars. I've seen marksmen score misses on bunnies who sweat it out until the gunner nearly tramples them. Then, aided by the element of surprise, the rabbit, swerving sharply, springs. Bolting bunnies frequently throw the shooter off balance and make good their escape before he regains position.

Although cottontails can't match the fox's intricate strategems in eluding dogs, they do not seek sanctuary by diving into burrows and stone walls as hastily as some claim. Rabbit-wise New England gunners credit the cottontail with a very shrewd trick. When driven by dogs, he will, according to my informants, enter a burrow, turn and backtrack, then leap off in another direction. This feint often completely defeats the dogs.

Cottontails normally care less for water than the tenants of Skid Row. They have been known, however, to swim when danger threatens; and those that live in swampland homes will frequently run shallows to break their scent lines. During snowy seasons I have often seen their tracks end at the edge of a brook, to reappear some 20 or 30 yards downstream.

I once saw a wise bunny threatened by a mongrel dog duck into the mouth of a wet culvert that ran under a country highway. Emerging at the opposite side, he stuck to the distasteful business of running the spring. The bunny did not set foot on dry ground for nearly 100 feet. By the time it occurred to the dog that he was wasting his time shrieking into the end of the culvert, the game had made good its escape.

I was fishing through the ice for pickerel when, on a hillside next to the lake, my idle gaze picked up a stalking red fox. The fox was crouching low, intent on stalking to within range of whatever was hiding out in a cluster of laurel between several chest-high drifts of snow. Suddenly a ball of fuzzy brown bolted out of the laurel. It was a cottontail, and it looked as though he had waited too long, for the fox was practically breathing on his heels before he completed his second bound.

But the cottontail gave as fine a performance in strategy as harmony between foot and brain ever managed. Summoning all his energy, the rabbit leaped to the side and dived headlong into one of the snowdrifts. Chunks of snow



flew in all directions as the fox, following, pawed in after him. A few winks later I saw one of them burst out of the drift. It was the rabbit. He flew in the opposite direction and attained the sanctuary of a den before the fox knew what had happened.

Attacks by foxes, however, are but a fraction of the dangers a cottontail must face during his hazardous life. All flesh eaters hunt him—two-footed, four-footed, and winged. He must regard with suspicion creatures from kittens to lions, from terriers to wolves. Owls, hawks and eagles swoop down at him; crows raid his nest. He must be alert for reptilian forays, for the common black snake is one of his major enemies. Cottontail survival depends largely upon the intricate tunnel systems he weaves among briar and thorn.

The rabbit has learned to navigate through the barbed wire farmers have stretched across their holdings—under its spiked defenses he establishes runways. In many cases he learns to deal with the metallic thorns before the domesticated dog. I've seen over-anxious dogs, on the trail of a bunny, run into grief because of a reckless plunge after a rabbit that had slid under a barbed-wire fence.

The cottontail's best insurance for survival, however, is his ability to breed rapidly. Producing litters of from one to eight, both he and his lady can be counted on to keep the coverts of the country filled with new generations. By the turn of the northern New Year, courtship becomes as much a part of their lives as seeking food. Their gestation period is only between 25 and 32 days, and a rutting season which extends over a seven-month period produces from three to five families.

Cottontail courtships are interesting to watch on moonlit nights. Sometimes the males, baring their teeth and limbering up their hind feet, become belligerent enough to make tufts of fur fly. But they are usually satisfied to display their masculinity by engaging in hopping contests, such as the one I saw after a desirable female had lured into a clearing near my fishing camp a retinue of four males. Her suitors paired off around her, she sat there coyly. Two of the rivals, facing each other only a few inches apart, seemed to be trying to stare it out. Suddenly the spell was broken when one of them leaped straight into the air. Instantly the other scurried beneath him, evading descending feet. Then, whirling about, they gave half a dozen repeat performances in rapid succession. When they stopped, the other pair of males began the same routine. Their exhibitionism ended when the object of their affections moved into another area.

Cottontail marriages are brief. Only a few days after she has paired off with the male, the female savagely drives him away. Before her young are born, she digs a hole in the ground three or four inches deep, and perhaps four or five inches wide. This shallow cavity is lined with bits of grass and fur she has plucked from her own breast and abdomen.

Although they are born blind and deaf and weigh only about an ounce apiece, the infant bunnies mature rapidly. Silky hair thickens quickly. By the sixth day after birth, some of the babies already see daylight. Their weights quadruple by the end of two weeks, about the time when they venture from the nest to vary and expand their diet of mother's milk with greenstuffs. They return to the nest to sleep for a few days longer, but their increasing size soon makes these quarters inadequate. In about three weeks, the youngsters have left the nest to seek their own niches in the world. By that time, mother bunny is preoccupied with plans for her next brood.

So far as the majority of hunters are concerned, it is fortunate that the cottontail's breeding habits take care of the natural game supply so abundantly. He is America's number one game animal and leading powder-burner. □


FOR
FORD
When America needs
a better idea,
Ford puts it on wheels.

Look what's new for the American Road

We hope you'll look over the 1977s on our pages, then visit your Ford dealer for a firsthand look



Pinto 2-Door



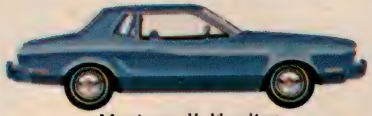
Pinto 3-Door Runabout



Pinto Squire Wagon



Pinto Cruising Wagon



Mustang II Hardtop



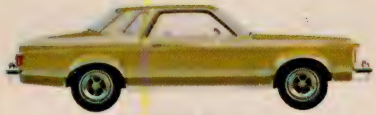
Mustang II 2 + 2



Mustang II Ghia



Mustang II Cobra II



Granada 2-Door



Granada 4-Door



Granada Ghia 2-Door



Granada Ghia 4-Door LDO



LTD 2-Door



LTD II S 2-Door



Thunderbird



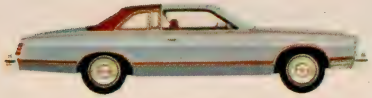
LTD 4-Door



LTD II 4-Door



Maverick 2-Door



LTD Landau 2-Door



LTD II Brougham 2-Door



Maverick 4-Door



LTD Landau 4-Door



LTD II Brougham 4-Door



Chateau Club Wagon



LTD Country Squire



LTD II Squire



Custom Club Wagon

From Pinto to Thunderbird, whatever your preference, Ford means value



77 THUNDERBIRD

Personal luxury in a new, contemporary size

RIPLEY or the "show me" type from Missouri would have to see the 1977 Thunderbird. For it's hard to believe that Ford designers and engineers have packaged so much car at such an affordable price.

Thunderbird in 1977 offers its traditional ride and personal luxury but in a leaner, more nimble form with a dramatic new look. Smaller, yet roomy enough to seat six passengers comfortably, Thunderbird features a distinctive wrap-over roof with beveled opera windows, concealed headlamps and front fender louvers. One familiar styling cue that remains even though it has a new look: the full-width taillamps.

Aided by its reduced size and front and rear stabilizer bars with all-coil spring suspension, Thunderbird features remarkably smooth handling in 1977 whether wheeling in and out of parking spaces or maneuvering through traffic.

The standard engine is a 302-CID V-8. (With California or high-altitude emission equipment, it's a 351-CID V-8.) Functional standard features include Select-Shift automatic transmission, power steering, power front disc brakes, DuraSpark Ignition, AM radio, concealed two-speed electric windshield wipers with wiper-mounted windshield washer jets and steel-belted radial-ply tires.

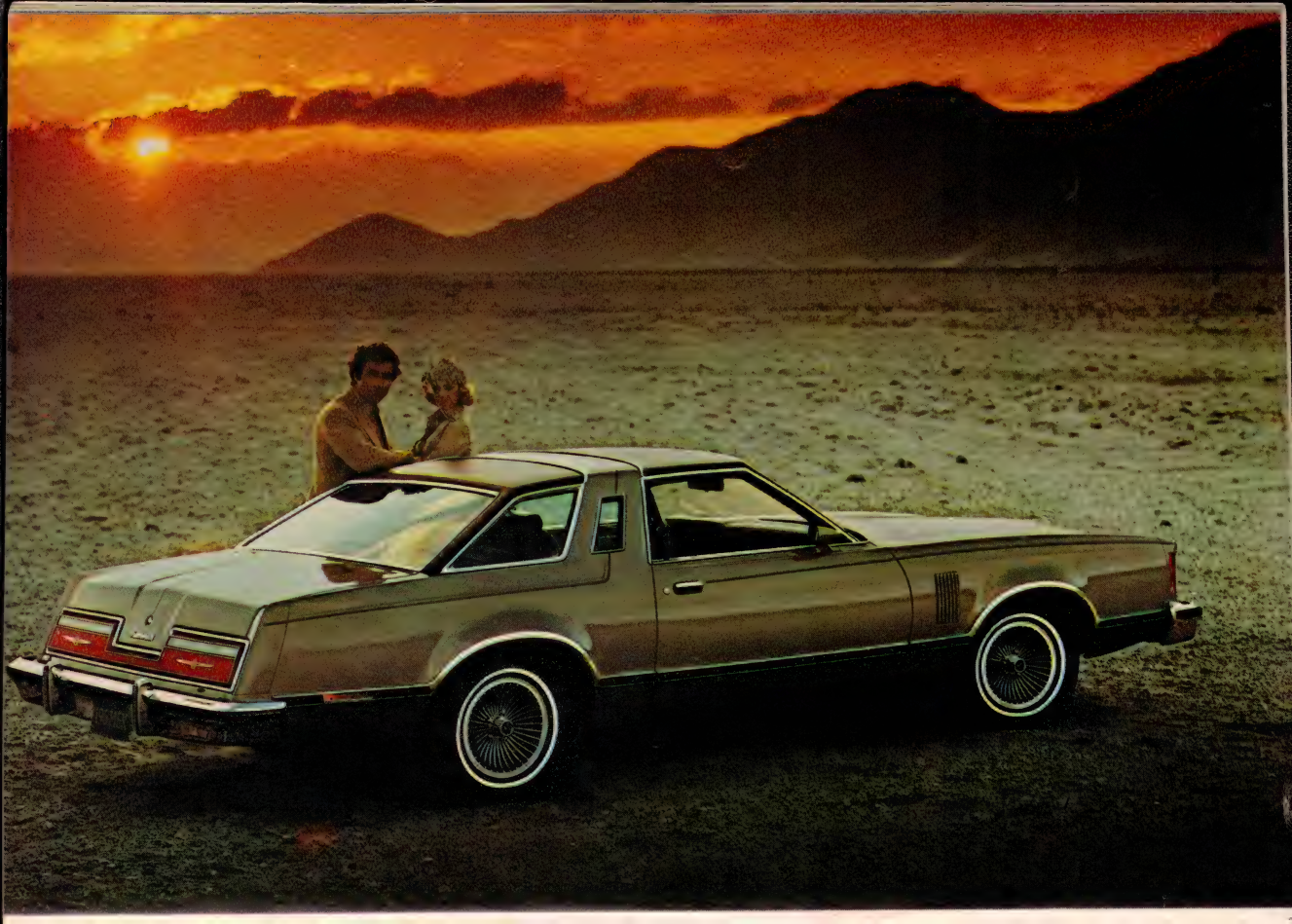
Inside, Thunderbird has a bench seat with knit cloth-and-vinyl trim, a deluxe steering wheel, cut-pile carpeting, electric clock, deluxe door trim panels with full-length armrests, a five-pod instrument panel with burled walnut woodtone appliqués and more.

With more and new optional equipment, buyers can tailor Thunderbird to their kind of traveling and enjoy almost any degree of driving pleasure. Air conditioning, power windows, vinyl roof and several other items of equipment, previously stand-





Above: Thunderbird featuring two-piece vinyl roof. Left: Spacious luggage compartment and Interior Luxury Group



ard, are optional in 1977. And new options include bucket seats, Interior Luxury Group, Interior Decor Group and Illuminated Entry System.

The Interior Luxury Group includes sumptuous velour split bench seats with manual passenger recliner, velour trimmed inserts on seat backs, courtesy lamps in quarter trim panels, day and date clock with quartz crystal accuracy, right-hand illuminated visor vanity mirror, automatic seat back release and color-keyed deluxe belts.

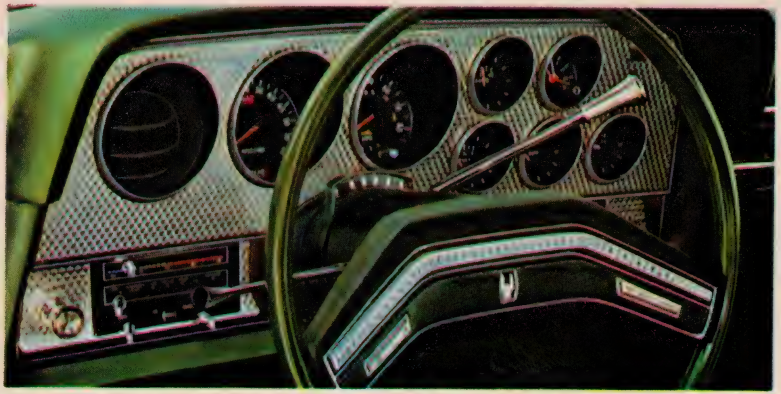
The Interior Decor Group offers items such as split bench seats with fold-down center armrests in a choice of luxury knit cloth or all-vinyl trim, 14-ounce shag carpeting, luxury door trim panels and a visor vanity mirror.

The Illuminated Entry System helps eliminate fumbling with keys and provides extra security when entering the car in darkness. By lifting either door handle, interior lighting and a ring of light around the door lock cylinder are turned on. The lights remain on for 20 seconds or until the ignition switch is turned on.

A wide range of other options covers everything from an AM/FM stereo with quadrasonic tape player to a power-operated glass moonroof in silver, gold, brown, rosé or jade tints to match a two-piece vinyl roof.

New exterior colors available for Thunderbird include silver metallic, dove grey, champagne metallic, bright saddle metallic and several glamor glow hues.

Thunderbird models pictured on these pages feature one or more of the following options: Exterior Decor Group, Interior Decor Group, tu-tone paint treatment, white sidewall tires, turbine style cast-aluminum wheels, wire wheel covers, wide color-keyed bodyside moldings, vinyl roof, dual-accent mirrors and Deluxe Bumper Group.



Above: Traditional full-width taillamps. Left: Sports Instrumentation Group



LTD II

Quality and comfort with sporty spirit

GOAL: Combine the full-size LTD characteristics of quality and comfort with the sporty spirit of a Mustang II. Result: Mission accomplished with the new LTD II, a mid-size car at a mid-size price.

Ford market experts set the goal three years ago, and what Ford designers and engineers have achieved for 1977 is an ideal family car in the size consumers are demanding most.

The LTD II seats six passengers comfortably, doesn't skimp on trunk space (up to 16.2 cubic feet with available space-saver tire), features solid construction in the LTD tradition, handles nimbly because of its trimmer size and offers a sleek, sporty design.

Available in nine models in three series, the LTD II lineup offers a choice of a two- or four-door LTD II S, LTD II, or top-of-the-line LTD II Brougham, and LTD II S, LTD II or LTD II Squire station wagons (see wagon article, page 43).

The LTD II front end is distinguished by a chrome-plated grille, vertically stacked, rectangular headlamps and fender-mounted parking lamps. The two- and four-door models feature a wide, almost flat deck lid and a large, low rear window for excellent visibility. Outboard vertical design taillamps accent the LTD II's trim rear-end. The LTD II also features a straight beltline with generous amounts of side glass. Opera windows are standard on two-door models, except for the S series, and are included with optional vinyl roof on four-door models.

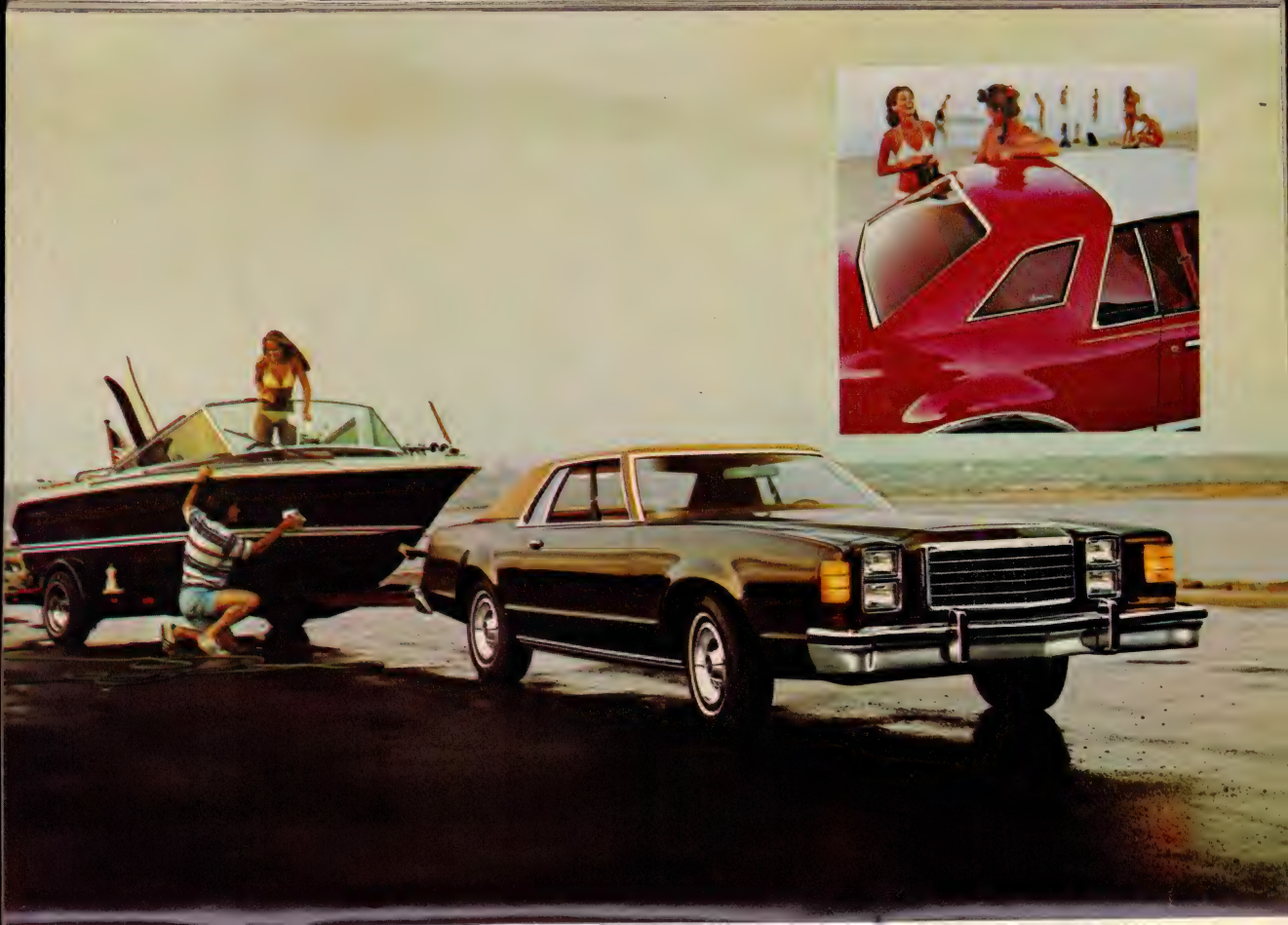
A 302-CID V-8 engine is standard in two- and four-door models. The 351-CID V-8 is standard in the three station wagon models. With California or high-altitude emission equipment, the standard offerings are the 351-CID V-8 in S and mid-series two- and four-door models and the 400-CID V-8 in station wagons and Brougham models.

Other standard features include SelectShift automatic transmission, DuraSpark Ignition, power steering, power front disc brakes, steel-belted radial-ply tires, wiper-mounted washer jets, DirectAire ventilation system, and a 26.5-gallon fuel tank.

The standard interior on LTD II S models includes a comfortable front bench seat, cloth-and-vinyl seat trim with all-vinyl door trim panels, 10-ounce cut-pile carpet-

Above: Mid-series LTD II two-door. Below: Split bench seat with fold-down armrests





ing, luggage compartment mat, inside hood release, and a day and night rear view mirror.

Additional LTD II mid-series standard features: a sound-deadening package; bright rocker panel moldings, wheel-lip moldings, and lower back panel appliqué; flight bench seat with pleated cloth-and-vinyl trim; deluxe door trim, and woodtone instrument panel appliqués.

The elegant and luxurious LTD II Brougham offers still more standard items including a dual note horn, electric clock, wide vinyl insert bodyside moldings, deluxe wheel covers, dual accent paint stripes, split bench front seats with fold-down center armrests, and 14-ounce cut-pile carpeting.

All LTD models offer an interesting array of options. The Illuminated Entry System emits a ring of light around the key lock cylinder and turns on the interior lights for easy, convenient entry at night. The Sports Instrumentation Package features a tachometer, gauges, electric clock and engine-turned appliqués. Then there are turbine style cast-aluminum wheels, tu-tone paint treatment, front cornering lamps, six audio equipment choices, and a day and date clock.

As for color, all three series of LTD II are available in exterior metallic hues such as silver, dark jade and bright saddle as well as other choices ranging from creme to champagne. And interior trim poses decisions on colors such as dove grey, dark red, saddle, or saddle with white.

LTD II models pictured on these pages feature one or more of the following options: front cornering lamps, wide white sidewall tires, wire wheel covers, rear half vinyl roof, full vinyl roof, deluxe wheel covers, Deluxe Bumper Group, dual accent paint stripes and heavy-duty trailer towing package.





Above: LTD II S equipped for towing and LTD II opera window (inset). Left: AM/FM stereo radio and three-spoke sports steering wheel



77 LTD

The full-size car that kept its size

FORD in 1977 continues to offer a full-size car that kept its size—the popular LTD.

The LTD line is for that large segment of new-car buyers who for family, business or strictly personal reasons still prefer the extra roomy six-passenger interior, large luggage compartment, quality workmanship, quiet ride and standard luxury that are LTD hallmarks.

This year's lineup features six models. They are the two- and four-door LTD and LTD Landau, and the LTD Wagon and the LTD Country Squire (see wagon article, page 43).

The basic engine for the LTD and LTD Landau is the 351-CID V-8 and for the LTD Wagon and LTD Country Squire the 400-CID V-8. With California or high-altitude emission equipment, the 400-CID V-8 is standard for all LTD models. (The 460-CID V-8 is optional except in California.)

Other standard functional equipment: SelectShift automatic transmission, power steering, power front disc brakes, 21.9 cubic feet of luggage capacity (deep-well design), DuraSpark Ignition system, steel-belted radial-ply tires, front bumper guards and wiper-mounted washer jets.

The standard interior on base LTD models: cloth-and-vinyl bench seat trim, all-vinyl door trim panels with woodtone inserts, deluxe two-spoke steering wheel, full woodtone appliqué on instrument panel, cut-pile carpeting, lighted front ash tray with cigar lighter, two rear seat ash trays and large bin-type glove box with light.

Outside, the LTD features a chrome-plated grille, vinyl-insert bodyside moldings (optional on wagons), energy-absorbing front and rear bumpers, hood ornament, wheel-lip and rocker panel moldings and bright drip, quarter window and center pillar (two-door) moldings.





Above: LTD Landau four-door. Left: Landau Luxury Group and instrument cluster featuring digital clock, AM/FM stereo search radio and automatic temperature control air conditioning



For more luxury and elegance, the LTD Landau models include additional standard features such as a left-hand remote control mirror, dual note horn, concealed headlamps, full wheel covers, wide color-keyed bodyside moldings, rear bumper guards and dual accent paint stripes.

The standard interior of the LTD Landau includes a flight bench front seat with fold-down armrest, Ardmore knit cloth seat trim, a self-regulating illuminated electric clock, luggage compartment light, rear door courtesy light switches and deluxe door trim panels with carpeting on the lower portion.

An interesting array of comfort and convenience options are available with any LTD model including manual or automatic temperature control air conditioning. With automatic temperature control, the cooling-dehumidifying-heating system can be set to the preferred temperature and hidden sensors will maintain the pre-selected temperature year-round. Other options include an electric rear window defroster, tinted glass, front cornering lamps, tilt steering wheel and a digital clock.

A turnpike travel favorite is the optional fingertip speed control, which lets you travel at any preset speed above 30 miles per hour without your foot on the accelerator pedal. Simple rocker switch controls on the steering wheel turn the system on or off. Touching the brake pedal also disengages the system.

And new optional equipment includes deep-dish aluminum wheels, wire wheel covers, split bench seats, an illuminated visor vanity mirror and an AM/FM stereo radio with quadrasonic tape player.

For the traveler who likes tuning in the easy way, there's the Aeronutronic Ford AM/FM stereo search radio. Touching the signal-seeking tuning bar automatically moves the selector to the next highest station on the band. The scanner pauses at each station for about eight seconds so the listener can sample the program, accept it or let the search mechanism seek another station.

Ford LTD models pictured on these pages feature one or more of the following options: Deluxe Bumper Group, electric rear window defroster, color-keyed wheel covers, front cornering lamps, Convenience Group, wide white sidewall tires and half vinyl roof.

Above: LTD two-door. Below: Optional controls within easy reach





77 GRANADA

America's success car has more to offer

GRANADA, America's success car, enters the 1977-model year with a broader offering of standard features and options found mostly on larger, more expensive cars.

There are two- and four-door Granadas and, for those wanting an even higher level of luxury, two-and four-door Granada Ghias. In addition, the Granada Sports Coupe will appeal to the buyer seeking an extra sporty touch.

Standard exterior equipment on Granada includes chrome-plated grille, stainless steel full wheel covers, stand-up hood ornament and bright moldings. Two-door models also feature distinctive opera windows and wide door openings to ease entry and exit to and from rear seats.

Inside, Granada has all-vinyl or cloth and vinyl bench seats, cut-pile carpeting, rich woodtone appliqués on the instrument panel, a large locking glove box and a color-keyed two-spoke steering wheel.

The 1977 Granada becomes the first U. S. car to offer a four-speed manual transmission with overdrive fourth gear (not available in California) designed for improved performance and fuel economy. Other standard functional equipment consists of a 200-CID Six engine (250-CID Six in California), manual front disc brakes, DuraSpark Ignition system, steel-belted radial-ply tires, a 19.2 gallon fuel tank, two-speed electric windshield wipers, and a turn signal-mounted wiper and washer control.

The Granada Ghia models offer additional standard features such as wide vinyl-insert bodyside molding, lower back panel appliqué, left-hand remote-control outside mirror, dual accent paint stripes and full color-keyed wheel covers. Inside, Granada Ghia models feature all-vinyl flight bench seats with fold-down center armrests and map pockets on the seat backs, day and night mirrors, and luxury door trim panels with carpeting and woodtone accent. The Ghia models also have deluxe steering wheels with woodtone appliqué and rear door courtesy lamp switches (on four-door models) as well as carpeted luggage compartments.

The Sports Coupe includes color-keyed back panel appliqué, half vinyl roof, color-keyed sport mirrors, gold accent styled steel wheels and trim rings, floor shift transmission, reclining bucket seats, and hood, bodyside and decklid stripes.

Above: Granada Ghia four-door.
Below: Illuminated Entry System




13

First-time Granada options include automatic temperature control air conditioning, front cornering lamps, electric decklid release, wide white sidewall tires, wire wheel covers, manual four-way adjustable bucket seats, Illuminated Entry System and white-painted lacy-spoke aluminum wheels.

Other options include a choice of five audio equipment packages, digital clock, power moonroof, tilt steering wheel, fingertip speed control, a luggage rack for the decklid, a space-saver spare tire and a rear window electric defroster.

For the ultimate in dress-up of a four-door Granada Ghia, the Luxury Decor Option includes power side windows, lacy spoke aluminum wheels, ribbed velour flight bench seats, large armrests on the doors, a dome and dual beam map light, and an illuminated visor vanity mirror.

Three other engines are optional for Granada: the 250-CID Six, the 302-CID V-8 and the 351-CID V-8. The 250 and 302 V-8 are not available with the four-speed manual overdrive transmission in California, nor is the 351 V-8 available in California or with base models other than those equipped with the Sports Coupe Option. SelectShift automatic transmission, required with the 351 V-8, is optional with the 250 Six and 302 V-8 engines.

Five new exterior paint colors broaden the choices for the 1977 Granada buyer. They are bright dark blue metallic, light blue, dark jade metallic and bright saddle metallic. Optional glow colors are blue, jade, tan and gold. New in interior trim hues are dove grey, cream, blue and jade.

Granada models pictured on these pages feature one or more of the following options: Deluxe Bumper Group, white sidewall tires, vinyl roof and lacy spoke aluminum wheels.



Above: Granada two-door. Left: Granada Ghia four-door interior with Luxury Decor Option



77 MUSTANG II

Sweet handling and performing road car

GETTING behind the steering wheel of a Mustang II helps explain why it traditionally is America's best-selling small specialty car. No yawner to drive, Mustang II in 1977 stresses handling and performance in featuring many refinements and new options to provide more comfort and sports appeal.

Mustang II is available in four very sporty models: two-door hardtop and Ghia, and three-door 2 + 2 and Mach 1. All but the Mach 1 come with a 2.3-liter four-cylinder engine and four-speed manual transmission. Mach 1's engine is a 2.8-liter V-6.

Standard functional features include precision rack-and-pinion steering to give Mustang II exceptional maneuverability, front disc brakes, and turn signal-mounted wiper/washer control.

Inside, Mustang II has full instrumentation with tachometer, speedometer, ammeter, fuel and temperature gauges.

Ghia comes with a choice of Sterling plaid cloth or vinyl seat trim, opera windows, exterior pin striping and vinyl roof. The 2 + 2 has a blackout grille, sport steering wheel, styled steel wheels, WSW or RWL bias-ply tires, brushed aluminum instrument panel appliqué, and a rear seat that folds down. Mach 1 features dual sport mirrors and styled steel wheels with bright trim rings.

Fresh air lovers will enjoy the new optional flip-up open-air roof for the hardtop and Ghia.

The ultimate in sporty options has to be the Cobra II Option for the 2 + 2. Available in four interior-exterior colors, it includes flipper quarter windows with louvers, front air dam, rear air spoiler and simulated hood scoop.

Mustang II models pictured on these pages feature one or more of the following options: sport mirrors, front spoiler (no-cost option), manual sun roof, Luxury Interior Group, bumper guards, white sidewall tires and trim rings.



Above: Mustang II two-door. Left: Mustang II 2 + 2 three-door

MAVERICK

The dependable, low-cost family compact

MAVERICK in 1977 offers new refinements and options while retaining the size, comfort and ecomony of operation that have made it such popular low-cost family transportation.

Maverick comes in two- and four-door sedan models. The 200-CID Six engine and the fully synchronized three-speed manual transmission are standard except in California where the 250-CID Six and SelectShift automatic transmission are required. The 302-CID V-8 is optional in all 50 states.

Above: Maverick two-door with styled steel wheels. Below: Standard interior with optional vinyl trim



Both Maverick models provide a surprising amount of space. The four-door, which has a 109.9-inch wheelbase, seats five adults and has 13 cubic feet of trunk storage. The two-door has a 103-inch wheelbase, seats four adults comfortably and has about 11 cubic feet of trunk space.

Maverick's standard interior includes a bench seat with cloth-and-vinyl trim in a distinctive random stripe pattern, all-vinyl door trim panels, lockable glove box, illuminated instrument panel controls, padded sun visors, cut-pile carpeting and bright aluminum door scuff plates.

Standard functional features: front disc brakes, two-speed electric windshield wipers and washers, DirectAire ventilation, reversible keys and keyless locking, and 19.2-gallon fuel tank.

New in 1977 is Maverick's standard DuraSpark Ignition for improved engine starting and running, and a number of engine and catalyst improvements. New options for Maverick include wire wheel covers, four-way manual bucket seats and wide vinyl-insert bodyside molding.

Among Maverick's appearance and protection options are the Deluxe Bumper Group which includes front and rear bumper guards with rubber inserts and horizontal rub strips. And there's an Exterior Decor Group with features such as black vinyl insert bodyside molding, bright side window and belt moldings, accent paint stripes and wheel covers.

Comfort and convenience options include air conditioning, rear window defogger and left-hand remote control and right-hand manual control mirrors.

The Maverick models pictured on these pages include the following options: Exterior Decor Group, vinyl roof, bumper guards, white sidewall tires, styled steel wheels and sport mirrors.



77 PINTO

New style, sportier handling, winning performance

PINTO boasts a new look for 1977 and the same great performance that has made the sporty little car America's best-selling subcompact.

Pinto is available as a two-door sedan, three-door Runabout and station wagon (see wagon article, page 43). All three models have a new front-end with a sloping hood, horizontal bar grille, soft urethane plastic headlamp housings, and large parking and turn indicator lights. The new glass third-door option adds a further distinctive touch to the Runabout.

For 1977, Pinto has a new extruded aluminum bumper system —80 pounds lighter than the 1976 steel bumper system—and other weight-saving improvements. A 2.3-liter four-cylinder engine and a four-speed floor-mounted manual transmission are standard.

Other standard functional features include rack-and-pinion steering, two-speed electric windshield wipers, DuraSpark Ignition and inside hood release. Inside, standard features include high-back bucket seats, mini-console under the instrument panel, deep-dish steering wheel and aluminum door scuff panels.

Two new options expected to be highly popular are a four-way manually adjustable driver's seat and a flip-up open-air roof.

To enhance Pinto's fun-to-drive feeling, a buyer may select the optional Sports Rallye Package including tachometer, temperature and ammeter gauges, three-spoke sports steering wheel, front stabilizer bar and higher rate front and rear springs.

Pinto models pictured on these pages feature one or more of the following options: Convenience and Light Group, Exterior Decor Group, Interior Decor Group, Deluxe Bumper Group, glass third door, manual sun roof, half vinyl roof, forged aluminum wheels, dual sport mirrors, white sidewall tires and wheel covers.



Above: Pinto Runabout. Left: Glass third door

77 WAGONS

Accommodation for big, medium or small needs

FORD DIVISION, which sold more station wagons in 1976 than any other division in the industry, returns with a 1977 wagon lineup designed to accommodate a wide range of passenger and cargo needs: big, medium or small.

With an equally wide range of comfort, convenience and appearance features, the lineup consists of seven station wagon choices—plus a new youthful Pinto Cruising Wagon and three models of Econoline Club Wagons.

The big Ford station wagons, LTD Wagon and Country Squire, each can seat up to eight passengers (with the exclusive optional dual-facing rear seats). Each also has 94.6 cubic feet of cargo space with rear seats down.

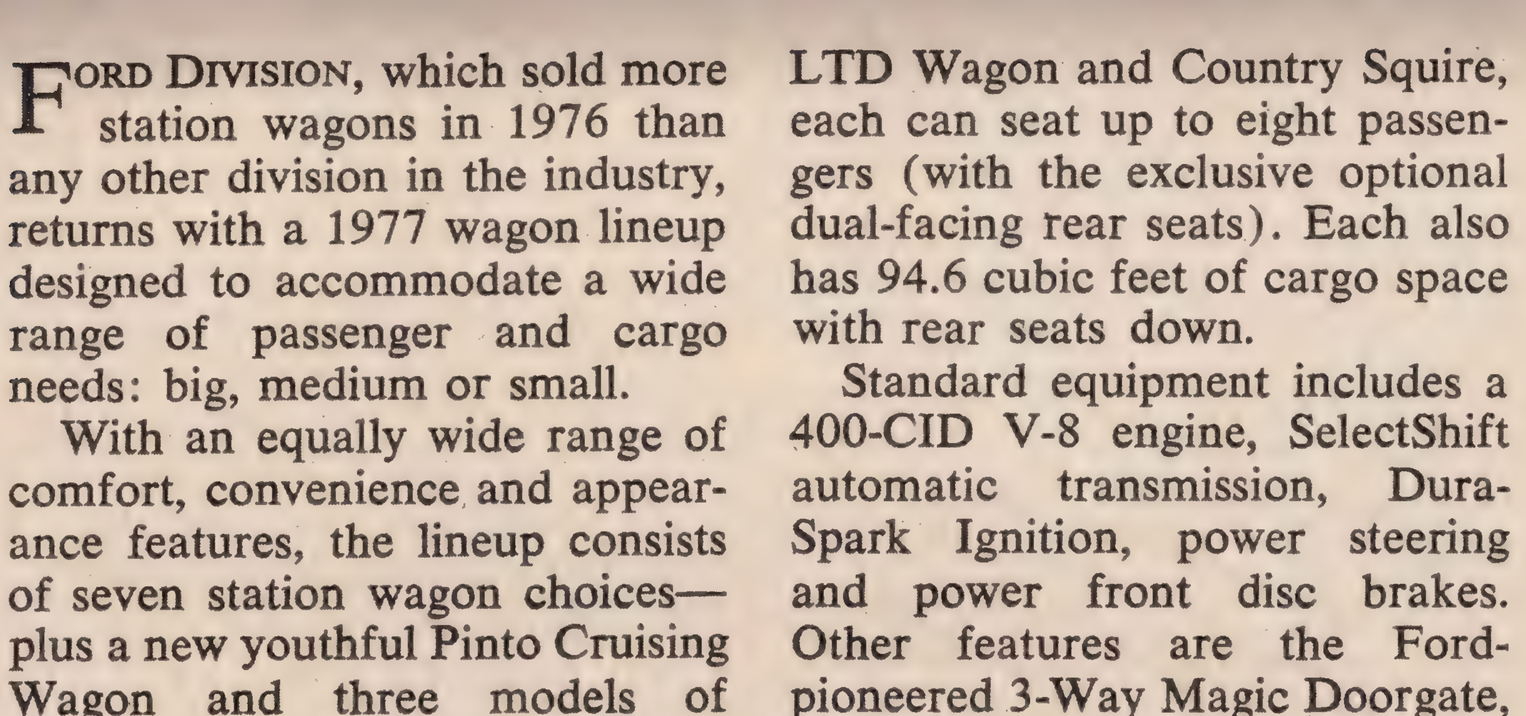
Standard equipment includes a 400-CID V-8 engine, SelectShift automatic transmission, Dura-Spark Ignition, power steering and power front disc brakes. Other features are the Ford-pioneered 3-Way Magic Doorgate, power tailgate window and higher rate springs and large diameter shock absorbers to help provide the smooth ride so traditional with full-size Fords.

The LTD Country Squire also comes with concealed headlamps, exterior woodgrain vinyl molding and paneling, electric clock, full wheel covers, dual note horn and color-keyed seat belts.

Mid-size LTD II wagons are available in three models: the LTD II S, the middle-of-the- line LTD II and the elegant LTD II Squire. Each can seat up to eight passengers (with the optional rear-facing third seat). With rear seats folded down, there's 84.2 cubic feet of storage space.

The standard engine is the 351-CID V-8 (400-CID V-8 with California or high-altitude emission equipment). All three models come with power steering, Dura-Spark Ignition, SelectShift automatic transmission and 3-Way Magic Doorgate.

Additional LTD II Squire fea-



Above: LTD II Squire. Left: LTD Country Squire



Econoline Club Wagon with Chateau option

tures include a power tailgate window, woodtone vinyl bodyside appliqué, deluxe wheel covers and electric clock.

The basic Pinto Wagon and the dressy Pinto Squire Wagon each seats four passengers, provides a spacious 57.2 cubic feet of storage space with the rear seat folded down, a lift-up tailgate and rack-and-pinion steering for exceptional maneuverability. In addition, the Pinto Squire Wagon includes an Interior Decor Group, woodtone bodyside and liftgate appliqués, and special wheel covers.

The new Pinto Cruising Wagon is for the buyer who wants the charisma of a full-size customized van in a smaller package. It includes a steel panel with bubble-glass porthole in place of the rear side windows, a bold exterior with painted graphics and stripes, styled steel wheels and a Sports Rallye package featuring added instrumentation.

The 2.3-liter four-cylinder engine and four-speed floor-mounted transmission are standard on Pinto wagons.

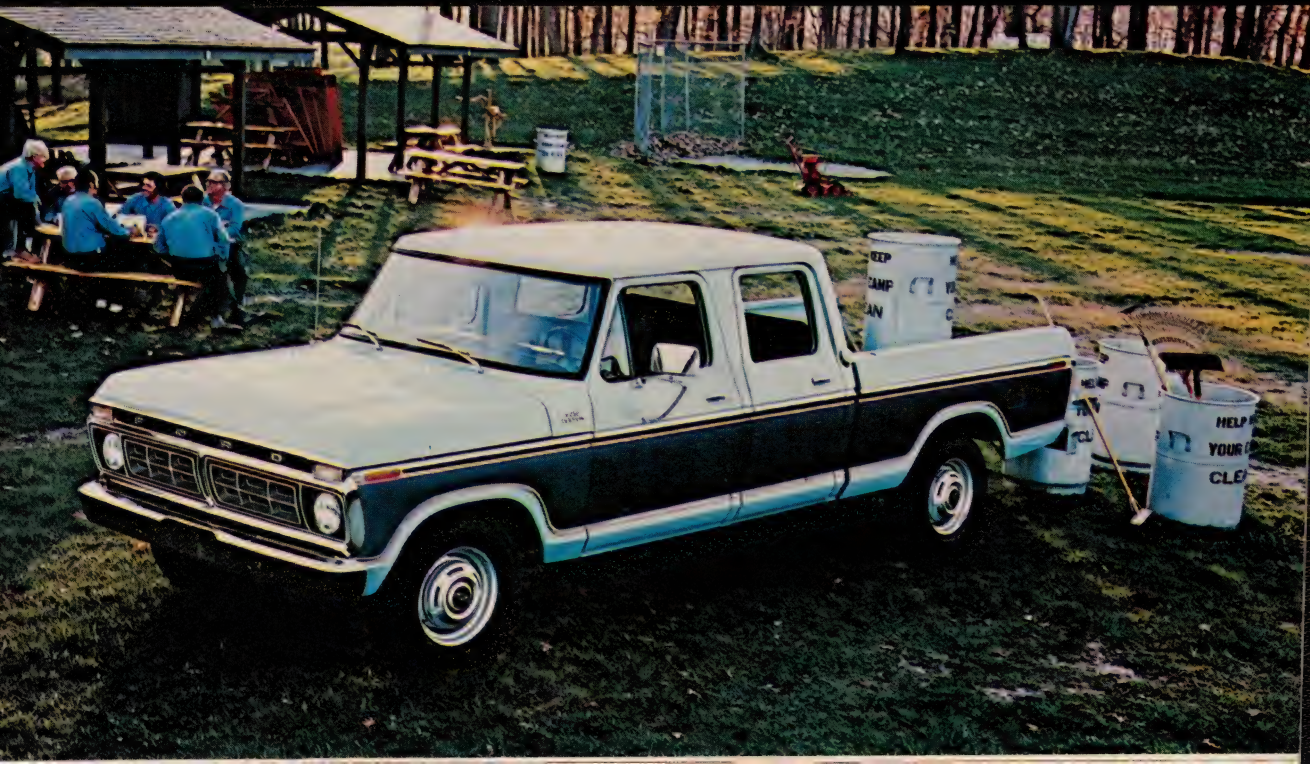
The Econoline Club Wagon is a logical choice for the buyer who wants more interior space than in even the larger size station wagons, and Ford offers three models: E-100, E-150 and E-250. Optional seating arrangements accommodate up to 12 passengers. Cargo ratings range from 1,380 to 2,890 pounds with available wheelbases of 124 and 138 inches.

The 300-CID Six engine and fully synchronized three-speed manual transmission are standard. Numerous options include Select-Shift automatic transmission and air conditioning.

Wagons pictured on these pages feature one or more of the following options: deluxe luggage rack, Convenience Group, Deluxe Bumper Group, dual sport mirrors, front cornering lamps, wide white sidewall tires, vinyl-insert bodyside moldings, deluxe wheel covers and captain's chairs.

77 LIGHT TRUCKS

Versatile vehicles for work or play



For the buyer seeking a vehicle for work or play, or both, Ford provides plenty of choice in a wide array of light trucks with changes and new options for 1977 that emphasize attractiveness, durability, performance and value.

The lineup features the spunky Bronco with on- or off-the-road agility; three Ranchero models, which combine truck features with car-like ride and appointments; four models of F-Series light trucks with several cabs, wheelbases and payloads; the Courier, small but with enough muscle for even hefty pickup jobs, and four models of Econoline Vans including the industry's first factory-produced customized van inside and out.

Bronco's off-highway range is extended for 1977 with a nearly 15 per cent larger fuel tank (14 gallons) made of corrosion resistant plastic. Besides engine improvements, a new look is available for Bronco with seven new exterior colors, including jade glow and dark cinnamon glow.

The standard power train for the four-wheel-drive Bronco is the peppy 302-CID V-8 engine and three-speed manual transmission.

Ranchero, the versatile pickup truck that combines brawn with beauty, comes in three distinctive models: the basic Ranchero 500, the sporty Ranchero GT and the elegant Ranchero Squire. With a 6½-foot-long cargo trunk and a people-and-payload capacity up to 1,250 pounds, Ranchero features a completely fresh exterior design.

Ranchero's standard equipment includes a 302-CID V-8 engine (351 in California), DuraSpark Ignition, power brakes, power steering and SelectShift automatic transmission.

Ford's F-Series light trucks—models F-100, F-150, F-250 and F-350—offer new power teams in 1977 with modifications in design and materials to meet the more severe requirements of truck service. New to all models in the F-Series are the 351-CID V-8 and 400-CID V-8 engines, replacing the previous 360-CID V-8 and



Ford's F-150 truck is a size smaller than the F-250 with Crew Cab on page 45

390-CID V-8.

With wheelbases ranging from 117 inches to 166.5 inches, payloads from 1,060 pounds to 5,990 pounds, a choice of cabs including Crew Cab and Super Cab with optional full-width rear bench seats and other options, the buyer can tailor any F-Series truck to his personal needs and taste.

In addition, for recreational

purposes, the F-250 and F-350 are well-suited for camper carriers. And F-Series trucks can tow a wide range of trailers with the F-350 capable of handling trailers weighing up to 10,000 pounds.

The Courier, which carries a 1976 label among the 1977s because of its May introduction this year, is for the customer who wants carrying capacity but economy, too. Courier, equipped with the standard power team (1.8-liter four cylinder engine with four-speed manual transmission), can handle a 1,400-pound payload. One of its new features is a cab three inches longer than last year's model.

The 1977 Econoline Van is offered in four series: E-100, E-150, E-250 and E-350 with two wheelbases, 124-inch and 138-inch. Gross vehicle weight ratings range up to 9,850 pounds and payloads up to 5,065 pounds. For a real eye-catcher, the Cruising Van in the E-150 series features factory-customizing such as silver body paint with rainbow paint stripes, side porthole windows with black privacy glass, simulated mag-style wheel covers, tires with raised white letters and carpeting for the cargo area. The standard engine in all Econoline series is a thrifty 300-CID Six. It teams with DuraSpark Ignition and a three-speed manual transmission.

Light trucks pictured on these pages contain one or more of the following options: bright low-mount mirrors, deluxe tu-tone paint treatment, AM radio, Ranger Trim Package, free running front hubs and white sidewall tires.



Bronco with four-wheel-drive

Ford Division reserves the right to discontinue or change specifications or designs at any time without notice or obligation. Some features shown or described are optional equipment items that are available at extra charge. Some options are required in combination with other options. Always consult your Ford dealer for the latest, most complete information on models, features, prices and availability.

FORD When America needs a better idea, Ford puts it on wheels.

FOLLOWING the leader is easy. There are fewer risks involved, fewer chances of making a mistake.

At Ford, we believe in showing the way. Long before our "Better Idea" theme became familiar to American motorists, we were the innovator in the automotive industry.

Dominating our list of achievements is one that signaled the start of it all. In 1913 Henry Ford adapted the principles of mass production and automation to the manufacture of automobiles. It was the start of a new era in industrial history. The car that came off his assembly lines—the Model T—was a car for the masses.

Since putting America on wheels, Ford has continued its role as the industry's innovator. Many of the company's achievements have come in the areas of engineering and manufacturing. For example, Ford was first to mass-produce a single-casting V-8 engine, first to provide a safety package, first with a Twin I-Beam front suspension, and first to develop a three-way doorgate for station wagons.

Ford has given America new types of vehicles, too. It offered the first mass-produced station wagon, the original Thunderbird and Mustang, and the first domestic van. More recently, we introduced new kinds of cars like Mustang II and Granada. And just last spring, we came out with our Cruising Van, the industry's first factory-customized and warranted van. Now we're entering the 1977-model year led by cars such as the Thunderbird in a new, contemporary size and the LTD II in a trim package that combines the traditional quality and comfort of a full-size LTD with the sporty spirit of a Mustang II.

The American public knows a better idea when they see it. As a result of being first with the right kinds of products, we are sales leaders in many segments of the market. Pinto, Mustang II, Granada and Thunderbird all have consistently topped their classes. Ford Division sells more station wagons than any division in the industry. And we sell more vans and medium heavy trucks than anybody.

When America needs a better idea, Ford puts it on wheels. Innovation has been Ford's heritage; it will be Ford's future.



LOOK, EVERYBODY, I'M TAP DANCING

I SUPPOSE it was Reg Bodeux who gave me the idea. We were lounging around one evening early in 1974 and the talk turned to secret ambitions. "I've always wanted to learn to tap dance," Reg confessed. Everybody howled; we could just picture prosaic, lawyerly Reg bouncing around in tap shoes. "Maybe you could work up a courtroom routine," somebody giggled. "Like, 'Objection, your honor!' with a buck and wing; or 'Ladies and gentlemen of the jury . . .' and go into a waltz clog!" Tap dancing seemed ridic-

by Carol Kennedy

illustrations by Carolyn Braun

ulous and Reg got no respect for weeks thereafter.

Then came *That's Entertainment*. Dazzled by the pyrotechnics of Fred Astaire and Eleanor Powell, I turned to Reg (who of course had accompanied us to this celluloid exhibition of his secret fetish) and whispered, "Maybe you've got something after all." I left the theater skipping and there, on the parking lot, attempted a waltz clog of my own.

Film an inspiration

So the seed-thought had been planted, and not just in *my* mind. Apparently *That's Entertainment* inspired a lot of other people, already stirred by the nostalgia craze, to learn the antediluvian art of tap dancing. Soon news weeklies were reporting a nationwide resurgence of interest. How consummately camp, I thought. Since I had been a nostalgia freak from the age of 12—long before the rest of country caught on—the idea of tapping my way to the stars took on even greater appeal.

Besides, I admitted as I looked sadly into the mirror, my body certainly could benefit from the exercise. Formerly a bit too thin, I had been transformed by years of sedentary living into a rather spongy specimen. How could I have deteriorated so drastically in 10 years? Simple: I never exercise, because I hate calisthenics. On the other hand, dancing of any kind is pure joy for me, so here seemed an ideal way to get back in shape: learn a vigorous form of dance that would be fun, not torture, to practice.

So it was that last fall, at the advanced age of 27, I signed up for an adult tap class with Virginia Ulrich. Virginia is a long-time family friend and a terrific advertisement for the toning effects of dancing. She may have three grandchildren, but she's got thighs like Gibraltar. Looking enviously at her that first lesson,. I then turned my attention to my own reflection in the cruelly panoramic mirror of the sort one finds in all dance studios. Black leotards and tights are supposed to be slimming and they were, to a point. The leotard emphasized my disproportionately tiny shoulders, mashed in my bosom—and then ballooned out to span my bountiful backside. Feeling positively Rubenesque, I made a nasty face at the mirror and got acquainted with my classmates instead.

There were six of us neophytes, equally ill at ease, but when Virginia started putting us through our paces all bodily concerns vanished. This stuff was *work!* She began with the basic time step, explaining that this was the step used by vaudeville dancers to show their orchestras what tempo to play.

"You've got to get it in your head before your feet can do it," she said. So we did the footwork



and recited the corresponding words at the same time: Shuffle *hop*, step, a flap step. After 20 minutes of this, we tried it with music. Virginia whipped out a piano recording of *Strolling in the Park*, turned the record player to its slowest possible setting, and we proceeded. After a fashion. The sequence, which had seemed uncomplicated before, was impossible to fit to the music. Worse, this arrangement of the song was heavy on the bass, with thunderous sforzandos timed to coincide exactly with the *hop*. I now revised my self-image from ungainly to elephantine.

It got better, of course. During the following weeks, I practiced at home, both the time step (which has about four dozen fiendish variations that Virginia wisely chose not to mention that first day) and an easy soft shoe number that became our first real routine. As I practiced, my husband watched with an intrigued grin. Gradually I learned to shuffle-ball-change without kicking myself in



the ankle. I was encouraged to continue.

Then one afternoon Virginia announced, "Today you are going to learn to smile." Smile? I thought. Easy. I've been doing it for years. But I had never tried to hold a smile for three and a half ghastly minutes, my face frozen in a Greek mask of comedy, as I hopped and shuffled and flapped and twirled. Suddenly I felt a profound empathy for all those aspirants in *A Chorus Line*. Smiling proved a distraction, and caused the whole class to klutz up a routine we thought we had mastered. "There's an *audience* out there," Virginia hollered over the music. "Smile at them: you're having *fun!*" Now I was perspiring fiercely. It's not easy to look carefree and *soignée* with sweat clinging to your eyelashes and rolling down your neck.

After the smile came the arms. And with the arms, a sudden insight into tap dancing. You see, my only previous personal experience with dancing consisted of the free-form twist, frug, and jerk of the 60s. So imagine my enlightenment when, with the addition of arm movements, I finally realized how very different tap dancing is from my more youthful gyrations. Where the dances of the 60s had been explicit, tap dancing—with its more structured coordination of arm and footwork—relies on the *implicit*. Which is to say, tap dancing is coy.

Coquetry outrageous

It took the combination of a very special routine, the right music and those all-important arms to make this clear to me. The number: *Sugar Blues*. The minute I heard that sassy muted trumpet take off, I knew something special was in the making. And Virginia's choreography fulfilled the promise, for here was coquetry at its most outrageous. The opening bars of *Sugar Blues* suggest a strip-joint atmosphere, and I found myself moving forward seductively—arms outstretched and welcoming—then quickly back again, elbows tucked

close and palms pressed outward as if fending off an imaginary suitor. Following that, a little circle of kick-steps, arms swinging jauntily and always, always, head cocked back over the left shoulder to make sure the suitor is still paying attention. It is a perpetual juxtaposition of invitation and denial.

Favorite routine

Raised consciousness notwithstanding, I loved it! *Sugar Blues* remains my favorite routine. The dance itself is fun to perform, but more important, it embodies a spirit of flirtation that died out long before I was of an age to practice it. When I dance the *Sugar Blues,* I am camp incarnate!

And what of my other preconceived notions concerning tap dancing? I wish I could report, in the manner of women who write reducing-candy advertisements, that I shed 20 pounds and toned my muscles to tempered steel. I have to admit this did not happen, no doubt because I stopped practicing religiously after we laid a no-wax floor in the family room of our home.

Still, the weekly hour at the studio guarantees at least a smattering of exercise, and it has yielded another benefit. I have the assurance that every Tuesday I can walk in Virginia's door and spend a rigorous and sometimes frustrating 60 minutes, focusing all my attention on a new routine. During this time, there is no room in my brain for thoughts of anything else but the task at hand.

The result is decidedly therapeutic, because when I leave again —having panted, perspired and spanked the floor a thousand times with my tap shoes—I am both exhausted and revitalized. The day's problems have receded into proper perspective.

In light of all this, I plan to continue my lessons. Some people find release in tennis, others play darts, but as far as I'm concerned, this curious campy form of dance is the best way I know—dare I say it?—to tap all my troubles away. □



painting by Richard A. Young

IRON DUKE
DULUTH, MINNESOTA

One of the restaurants in the Spirit Mountain Recreation Area, the Iron Duke is 10 minutes west of downtown Duluth. Take Interstate 35, exit at Boundary Avenue and proceed about a mile to the resort. Breakfast, lunch and dinner and late supper served every day. The resort offers a full recreation program year round with excellent downhill and cross country ski facilities in the winter. There is a beautiful campground in the summer. Reservations advised for dinner during the ski season and at any time of year for overnight accommodations.

Old-Fashioned Corn Bread

4 strips thick bacon
1 small green pepper, diced
1 small onion, diced
4 cups white flour
2 cups corn meal
¼ cup sugar
1 teaspoon salt
4 tablespoons baking powder
3 eggs
3 cups buttermilk
½ cup cooking oil

Cut bacon into small pieces and sauté in skillet. Add diced pepper and onion and sauté. Let cool slightly. In a mixing bowl combine flour, corn meal, sugar, salt and baking powder. Mix well. Beat eggs slightly and add to dry ingredients along with buttermilk and oil. Add onion and pepper mixture. Pour into greased 8x10 pan and bake 45 minutes or until done in a 375° oven.

CANLIS RESTAURANT
HONOLULU, HAWAII

A wall of orchids greets visitors at the entrance to this spectacularly beautiful restaurant located in the heart of Waikiki. Open for dinner every day from 5 p.m. to 2 a.m.; reservations advisable. Drive toward Diamond Head on Nimitz to Ala Moana to 2100 Kalakaua where the restaurant is located. Peter Canlis is the owner of this 30-year-old restaurant.

Canlis Shrimp

2 pounds large prawns, shelled (except tail)
1 ounce olive oil
1 ounce butter
1 small garlic clove, crushed
¼ teaspoon salt
¼ teaspoon freshly ground black pepper
2 lemons (juice only)
2 ounces dry vermouth

Place olive oil in a large skillet. Heat, when it simmers add shrimp and allow to cook until golden brown. Reduce heat, add butter, garlic, salt and pepper. When you think you have too much salt add more. When well blended turn fire to very hot. Add lemon juice and dry vermouth and cook for about 1 minute, constantly stirring or shaking. Serves 8 as an appetizer or entrée.

painting by Frederick Browning



Favorite Recipes

FROM FAMOUS RESTAURANTS BY NANCY KENNEDY



painting by Alexander Kortner

THE FORGE
MIAMI BEACH, FLORIDA

This fine restaurant is housed in a French Empire townhouse at 432 Arthur Godfrey Road. Owner Alvin Malnik has designed the dining rooms around his collection of old stained glass. His bronzes, jades, ivories, paintings and antique furnishings give diners the impression that they are enjoying dinner in an elegant private home. Dinner only —reservations necessary. From Collins Avenue turn on 41st Street. The Forge is three blocks on the left.

Crepes Hongroise

Make 25 six-inch crepes, stack crepes on a platter. Make a filling by combining 2 cups ground walnuts, 1/3 cup whipping cream, 1/2 cup apricot preserves and 2 tablespoons rum. Spread 1 teaspoon of apricot mixture on each crepe. Roll crepes cigar-fashion, place in well buttered baking dish and bake 10 minutes in a 350° oven. Serve with a sprinkling of powdered sugar and a dab of apricot preserve on each crepe.

BERMUDA INN
REDUCING RESORT
LANCASTER, CALIFORNIA

A way to combine a vacation with weight loss is offered at this unique resort complex which serves only low calorie meals in its dining rooms. It is in the high desert country 65 miles north of Los Angeles. Take the Golden State Freeway to the Antelope Valley Freeway to Avenue "K" exit to 43019 Sierra Highway. It is open all year, except the last three weeks of December. Reservations necessary; dining room open *only* to registered guests. Fabienne and George Alexander own and operate the resort.

House Dressing

1½ teaspoons McCormack's Season-all
1 teaspoon sweet basil
½ cup low calorie Italian dressing
1 cup dietetic tomato juice
Few drops of sucaryl, to taste
1½ teaspoons celery seed
1½ teaspoons seasoned pepper

Blend all ingredients, refrigerate and shake well before using. Makes approximately 12 ounces—only 11 calories an ounce.

Vegetable Dip

¼ cup finely chopped celery
½ tablespoon chopped chives
2 small tomatoes, finely chopped
½ carrot, shredded
¼ teaspoon McCormack's Season-all
Dash of ground pepper
Dash of Worcestershire sauce

Combine first 4 ingredients. Add seasonings and mix well. Chill 3 hours. Serve with rye rounds or use as stuffing for whole boiled mushrooms. Makes 10 ounces (7 calories per ounce).

painting by Jan Cicala



VAN CONVERSION OF THE MONTH

NOVEMBER'S winning entry in the photo contest for van conversions belongs to Scott Hitchborn of Kansas City, Missouri. If you have a converted Ford Econoline Van that you feel is worth showing off, send the editors a color photograph of your vehicle. FORD TIMES will pay $50 if it is selected for this feature. Photographs may show exteriors or interiors and will be judged on their suitability for FORD TIMES as well as the imagination, originality and ingenuity of the conversion. Please do not include people in the pictures. Persons submitting pictures must own the photographed van wholly or in part. All photographs used become the property of Ford Motor Company. These monthly contests will end with the December 1976 issue. Entries will not be acknowledged or returned unless accompanied by postage.

Send entries to:
Ford Van Conversions
Ford Motor Company
Room 956
The American Road
Dearborn, Michigan 48121

Many of the items shown on winning vans are available through retail organizations and establishments not connected with Ford Motor Company. The availability, price, quality and durability of these items rest solely with their manufacturers and sales organizations.





COLLECTING DECOYS

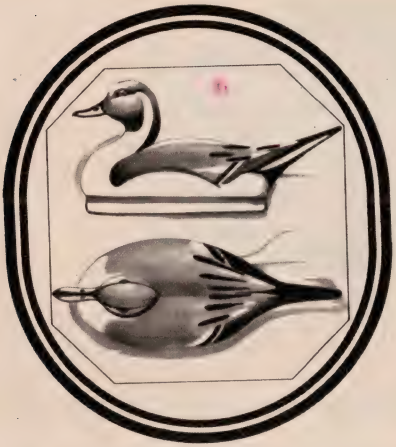
by Mary Zimmer

illustrations by Susan Naughton

BEFORE the turn of the century, when the south shore of Long Island was still empty and wild, an obscure cabinetmaker from Bangor, Maine, used to arrive each summer to hunt and fish. For shelter he fashioned a crude tent, and when it was necessary to replenish his larder or his jug, he carved decoys for trading at the nearby village of Lawrence. About 1900 he stopped coming. That's about all that is known of William Bowman, who remained so obscure that until 1966 his meager legacy of decoys was attributed to another carver.

Three years ago one of those decoys brought the world-record price of $10,500 at auction.

Of course this was no ordinary decoy but an exquisite, realistic Hudsonian curlew, one of only four by Bowman known to exist.



And this was no ordinary auction. It was one of eight sessions, held at Hyannis, Massachusetts, and spread over 1973 and 1974, in which the Richard A. Bourne Co., Inc., sold the enormous decoy collection of the late William J. Mackey, Jr. Mackey had devoted his lifetime to this uniquely American folk art: collecting, judging, lecturing, writing. His book, *American Bird Decoys,* is the classic of the field. Moving at a clip that averaged 45 seconds per transaction, his collection brought a total of $660,827.

Man is a collecting animal. Some of the objects he collects make little sense to anybody but the collector: doorstops, lightning rods, even the iron seats of old farm implements. But the appeal of decoys is easy to understand. The best of them have a personality all their own that goes beyond their resemblance to a living creature: an endearing tilt of the head, or a lovely sweep of wooden feathers, or a characteristic stance.

It is ironic that this essentially gentle hobby had its origin in one of the most savage periods of wildlife slaughter in U.S. history. Today's most sought-after decoys date back to the 19th- and early 20th-century market hunters who supplied ducks, geese and even shorebirds to city restaurants and meat markets along the coasts and the interior flyways. A single market hunter could bring down hundreds of birds a day, which he sold for a pittance. Since it was customary to set out "rigs" of as many as 500 decoys, these frugal hunters carved their own. And because they were keen observers, they carved accurately and beautifully.

They would be astonished if they could know the prices their handiwork brought at the Mackey auction. A sleeping black duck by Albert Laing (1811-1886) of Stratford, Connecticut, brought $4,700. He was one of the greatest decoy carvers, yet his will specified that his rig of 111 decoys be sold for $45. A preening black duck by Ira Hudson (1876-1949) of Chincoteague, Virginia, brought $1,250. During his lifetime Hudson carved hundreds of decoys annually at $3 to $8 *per dozen.*

A bufflehead pair by Harry V.

Shourdes (1861-1920) of Tuckerton, New Jersey, brought $2,500. Shourdes worked so fast he could carve a duck decoy head in the time a barber was shaving him. A great blue heron by Elmer Crowell (1862-1952), a part-time carver from East Harwich, Massachusetts, brought $8,000. A Canada goose by Shang Wheeler (1872-1949) of Stratford, Connecticut, also brought $8,000; he was one of the first to carve purely decorative decoys—never meant to go near the water.

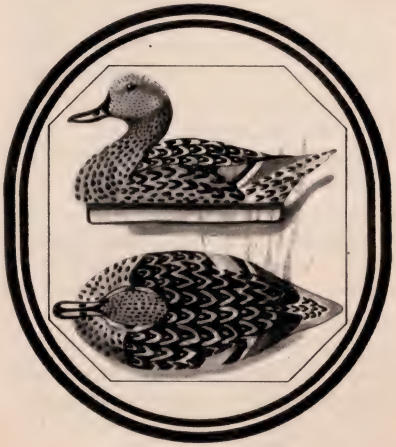
Lem and Steve Ward of Crisfield, Maryland, were among the few old-time carvers who lived to see their work appreciate in value. Lem carved and, until his death last February, Steve painted; they estimated that since 1920 they had produced at least 50,000 working and ornamental decoys. Back around 1915 their output sold for about $20 a dozen. At Hyannis, a widgeon pair by the Wards brought $7,100.

A few decoys brought less than was expected. For example, someone got a bargain for $120 in the redhead drake by Bert Graves (1887-1956) of Peoria, Illinois, that was expected to bring $300.

Anybody can collect

Decoy collecting remained the obscure hobby of a discriminating few until about 15 years ago, when the ranks of collectors began to swell into the thousands. Compared with bidders at the Mackey auction, these new collectors buy, sell and swap at modest levels. Except in museums, few of them will ever see an Ira Hudson or Albert Laing decoy, let alone acquire one. But they do find decoys that are eminently collectible, in great variety and at a wide price range. Indeed, the appeal of decoy collecting may well lie in its diversity —there is something here for everybody.

This new breed of collector is usually a hunter at heart, if not in fact, though in actual hunting he will probably use modern factory-made plastic decoys instead of those in his collection—which may number 200 or more, including some duds he would rather not mention. He haunts country auctions, pokes around antique shops and flea markets, cultivates the



friendship of elderly sportsmen who might be persuaded to part with an antique decoy, and makes guarded inquiries to known hunters' widows. ("One of the best sources," a seasoned collector reports.) He always hopes to make money but he can't count on it, and generally he is satisfied if, over the years, he has enough lucky "finds" to finance this very satisfying hobby. Typically, he belongs to a regional collectors' club and two or three times a year he loads his station wagon or van with decoys and drives to one of the regional shows which these clubs sponsor.

The oldest show is held at Babylon, New York, each fall. It began in 1923 as a side-attraction to a protest meeting over the violation of certain hunting regulations. But the tail wagged the dog—or duck—as the assembled collectors discovered the inherent camaraderie of such an event. The shows grew in number and size. About a dozen are now held annually all over the country and in southern Canada.

The two-day event sponsored last year by the Michigan Waterfowl Decoy Association at a large motel near Detroit was typical. Decoys were spread out on long tables, literally by the yard, while overall rose the pleasant hum of buying, selling, bargaining, swapping and just plain yakking about decoys. Prices ranged from about $10 to perhaps $700, with the most important transactions being accomplished not on the floor but in a quiet corridor or coffee shop.

For $15 a collector might have acquired a much-shot-over canvasback hen carved perhaps 50 years ago from a section of telephone pole. A Canada goose by the late Ben Schmidt, Michigan's most prolific carver, was offered for $400. An unusual snow goose,



circa 1900, made of canvas and stuffed with milkweed, was offered for $45. A Bert Graves mallard duck carved about 1930 was priced at $200. A mallard carved by an unknown about 1880 was marked $150. Lloyd Havens of Kalamazoo, who carves only Canada geese, displayed an assortment of his decoratives—life size $250, one-third size $75.

Almost every show includes a carving contest in which trophies

and cash prizes are awarded in several categories. A blue ribbon can add $500 to the price of a decoy—if, indeed, it is for sale at all. Most contemporary carvers work only part-time and chiefly for their own satisfaction, and $1500 or more does not seem excessive for a decorative decoy on which many hours of skillful carving and painting have been lavished.

What makes a decoy collectible? Age is the primary factor, but design, craftsmanship, painting, good condition (but not newly painted over!) and sometimes novelty are important.

Help for beginners

Fortunately there are some useful guides, in addition to Mackey's classic. *North American Decoys* is a beautifully illustrated quarterly published by Hillcrest Publications, Inc., Box 242, Heber City, Utah 84032. Hal Sorenson, himself a collector, has edited a down-to-earth annual, *Decoy Collector's Guide,* intermittently since 1963: it's published at 312 Franklin Street, Burlington, Iowa 52601.

Serious collectors soon begin to specialize. Decorative decoys, decoys of one species of duck or goose, decoys of a certain area or period, or both—these are likely specialties. Many collectors opt for the factory-made decoys which were turned out by the thousands by wood-working shops, small and large, after the Civil War. They were designed chiefly for the growing ranks of sportsmen. The best of them were hand-finished and hand-painted, and by far the best known were produced by Mason's Decoy Factory in Detroit from 1896 to 1924. Masons were accurately sculpted within the limits of a lathe, and were distinguished by the high quality of their paint, which age mellows, but doesn't destroy. In their heyday, about 1919, Mason decoys were shipped all over the country at from $20 to $30 per dozen. At the Hyannis auction two Mason long-billed curlews were sold for $1,600 each.

Collectors are apt to mourn that decoys are increasingly hard to find. But Hal Sorenson stoutly maintains that "there are still lots of decoys that will come into the market as they are retired." And considering the hundreds of "shootin' stools" set out by market hunters, the only slightly fewer decoys used by sportsmen, and the thousands shipped over the years by decoy factories, every collector can cherish the hope that somewhere, in some old attic or barn or boathouse, there may still be languishing a really valuable bird, awaiting his discovery. □

For more information about regional decoy shows, write to Mr. Edmund R. Childs, president of the Michigan Waterfowl Decoy Association, Box 684, Monroe, Michigan 48161.

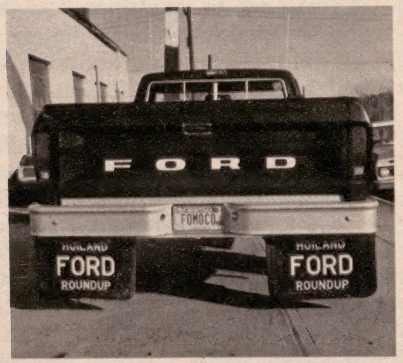
Letters Letters Letters

"Maverick" Family Tree

Dear Sirs: I get a kick out of telling people why the name "Maverick" is important to me—other than it is the model name of my automobile (which, by the way is the fourth Maverick I have owned). Believe it or not, many generations ago, in the year 1515 to be exact, my maternal ancestor, Robert Maverick was born in County Devon, England. He was followed by a son, Peter, a grandson, John and a great grandson, Moses, all bearing the Maverick name. Samuel Maverick (1602-1676), brother of Moses, started the American line in Boston. Last June, with my son and his wife, I toured England and am sending along snapshots of myself and of St. Michael and All Angels Church in County Devon. Robert Maverick (1515-1573) was parish clerk here and later his son Peter (1550-1616) was rector during the reign of Queen Elizabeth I.

Joseph R. Proctor
Concord, New Hampshire





Spells It Like It Is

Dear Sirs: Here's a photo from a loyal Ford owner. When David Lloyd of Roundup bought his new F-100 pickup from us he sent to the Montana motor vehicle office for a personalized plate. According to Lloyd, "Everything I own says Ford on it, so it might as well say so on the plates, too."

Joe Hoiland
Hoiland Ford
Roundup, Montana

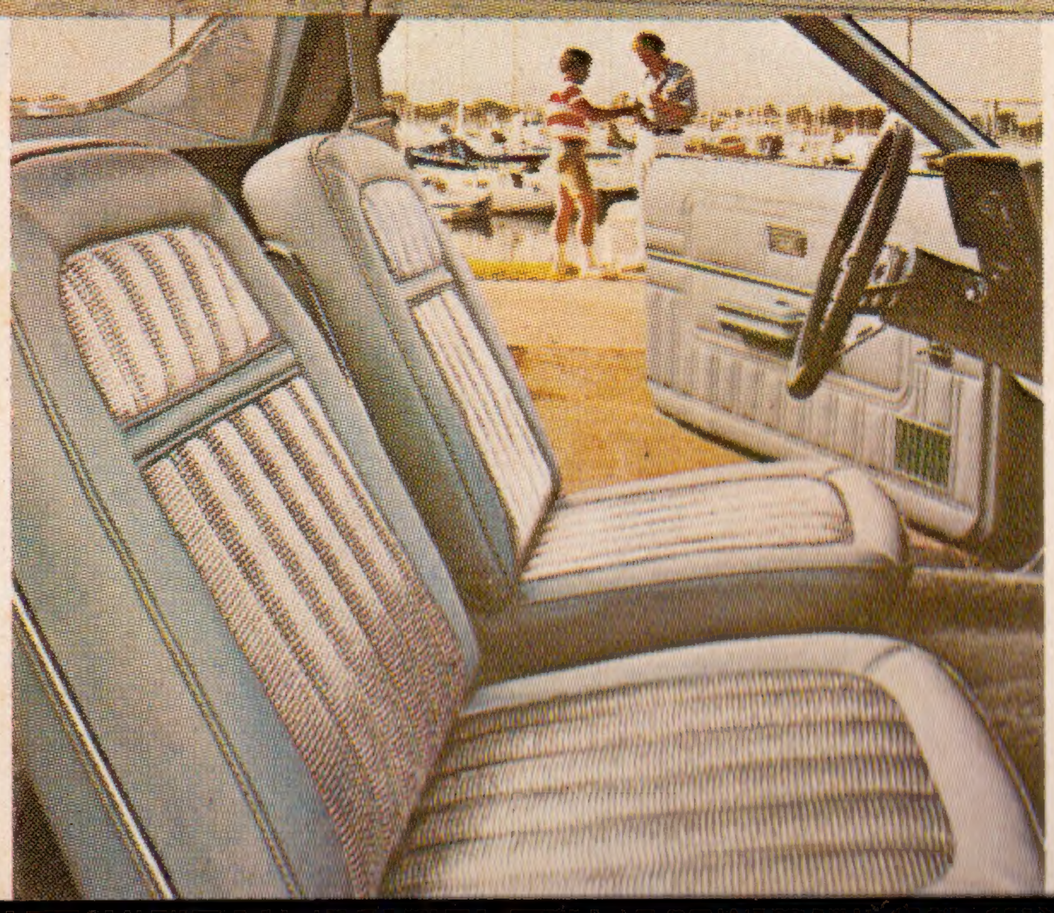
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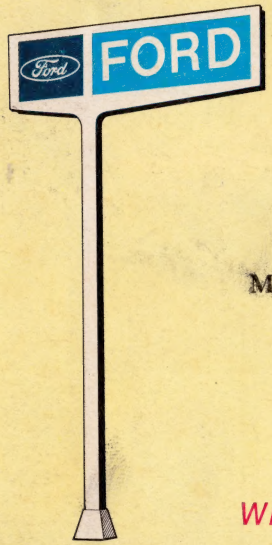


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